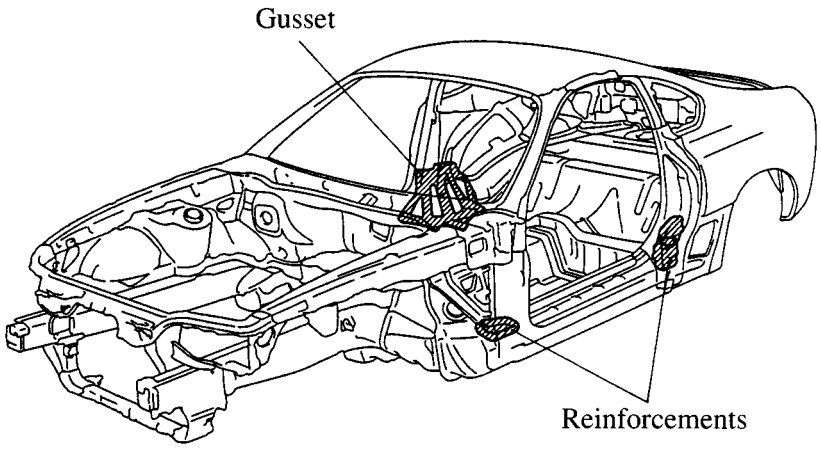
BODY

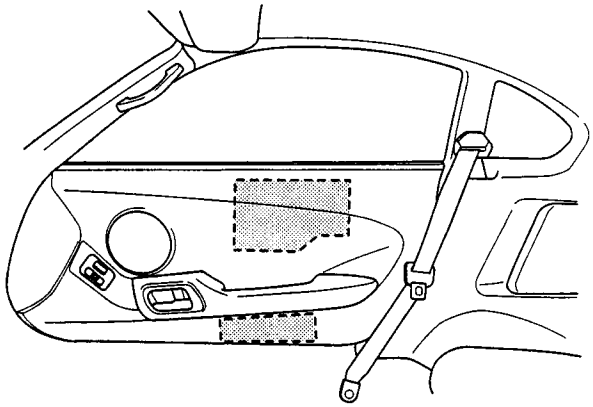
1. Impact Absorbing Structure

◀ Reinforcement to the bottom of the front pillar, reinforcements and gussets to the bottom of the center pillar, and gussets connecting the lower part of the center pillar and the center floor cross members, have been newly adopted to realize and even excellent body rigidity.



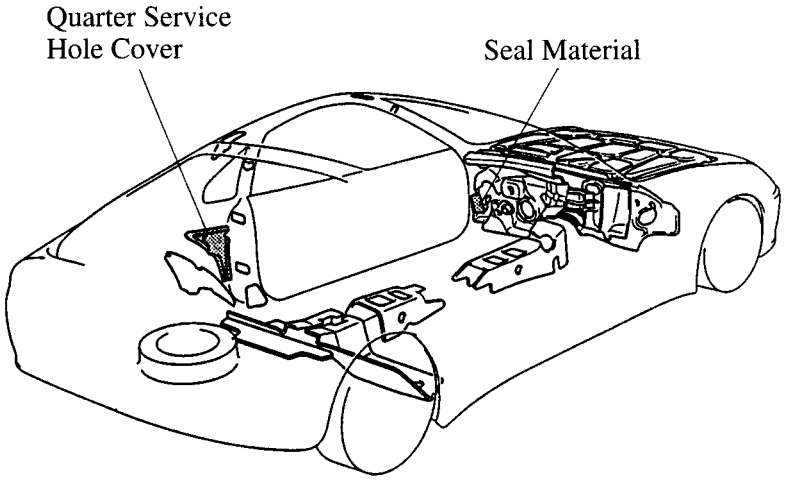
◀ An energy absorbing pads are provided at the upper shoulder and lower arm areas of the door trim to ensure a high level of energy absorbent for side collisions.

: Energy Absorbing Pad



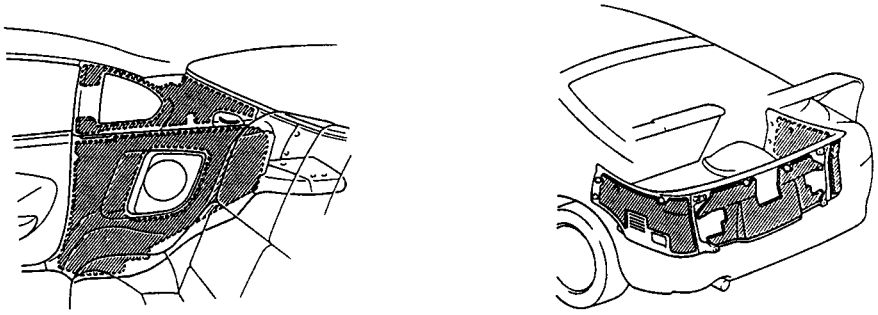
2. Sound Absorbing Materials

◀Seal material has been newly provided to the bottom of the front pillar, and a quarter service hole cover has been newly provided to the quarter portion in order to reduce road noise while driving.



◀The material of sound absorbing material used in the roof side inner garnish, quarter trim, deck side trim and deck rear trim has been changed to reduce road noise.

: Sound Absorbing Material



CRUISE CONTROL SYSTEM

1. Actuator

The ’97 Supra has adopted a new motor type actuator that is both lightweight and simple in construction.

The basic construction and operation of this actuator are the same as in the ’96 4Runner with 5VZ–FE engine.

For details, see the 1996 4Runner New Car Features (Pub. No. NCF126U), page 71.

2. Cruise Control ECU

Manual Cancel Function

The manual cancel function, which cancels the cruise control when the parking brake is operated, has been discontinued.

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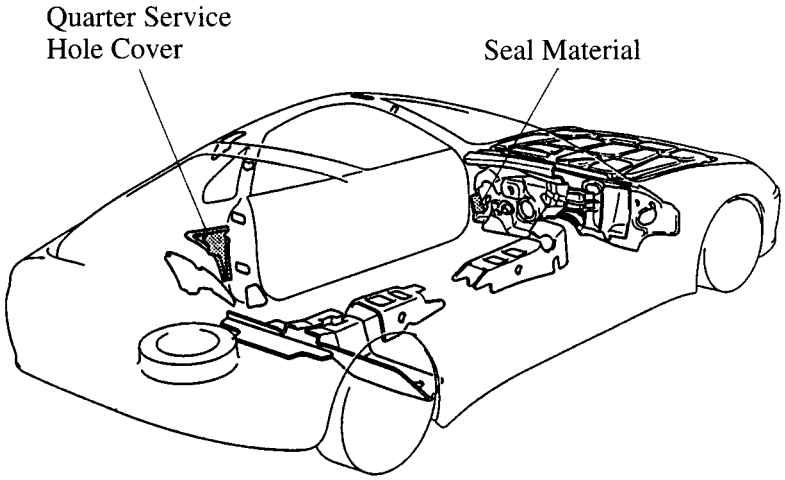

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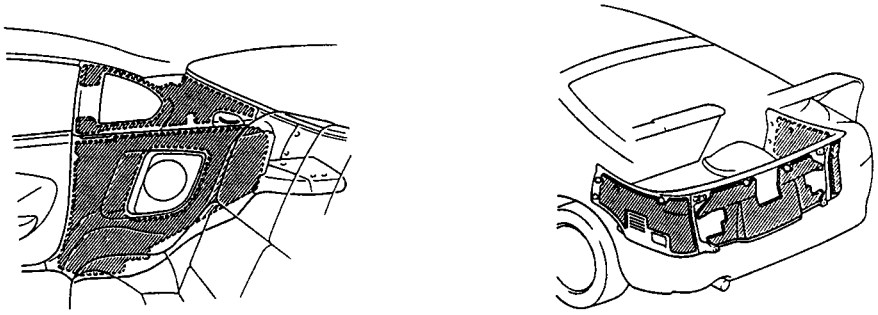
: Sound Absorbing Material



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DIFFERENTIAL

1. General

A differential gear ratio has been changed on the 2JZ–GE engine model.

A Helical gear type torque–sensing LSD (Limited Slip Differential) is available as an option on the SJZ–GE engine model and 2JZ–GTE engine with automatic transmission model.

As in the ’96 model, a worm gear type torque–sensing LSD is used on the model with the SJZ–GTE engine and manual transmission.

Specifications◀

Model		’97 Model				’96 Model			
Engine Type		2JZ–GE		2JZ–GTE		2JZ–GE		2JZ–GTE	
Transmission Type / Item		Manual	Automatic	Manual	Automatic	Manual	Automatic	Manual	Automatic
Differential Gear Ratio		4.803	←	3.133	3.769	4.272	←	3.133	3.769
No. of Teeth	Drive Pinion	12	←	15	13	11	←	15	13
	Ring Gear	49	←	47	49	47	←	47	49
Ring Gear Size mm (in.)		205 (8.07)	←	222 (8.74)	205 (8.07)	←	←	222 (8.74)	205 (8.07)
No. of Differential Pinion		2,8*1, 3	←	6*2	2,8*1, 3	2,6*2, 3	←	6*2	←

*1 : Models with Helical Gear Type Torque–Sensing LSD

*2 : Models with Worm Gear Type Torque–Sensing LSD

*3 : Option

2. Helical Gear Type Torque–Sensing LSD

Characteristics

Good traction of high bias ratio design is obtained through the utilization of two types of friction: One is the friction that is generated between the planet gear’s tooth tips and the differential case’s inner wall. The other is the friction that is generated between the side gear end face and the thrust washer.

Quick response and minimum time lag until differential limiting force is generated.

The bias ratio sustains minimal changes due to aging and maintains a stable performance.

A simple, compact, and lightweight differential configuration has been achieved through the use of the helical gear.

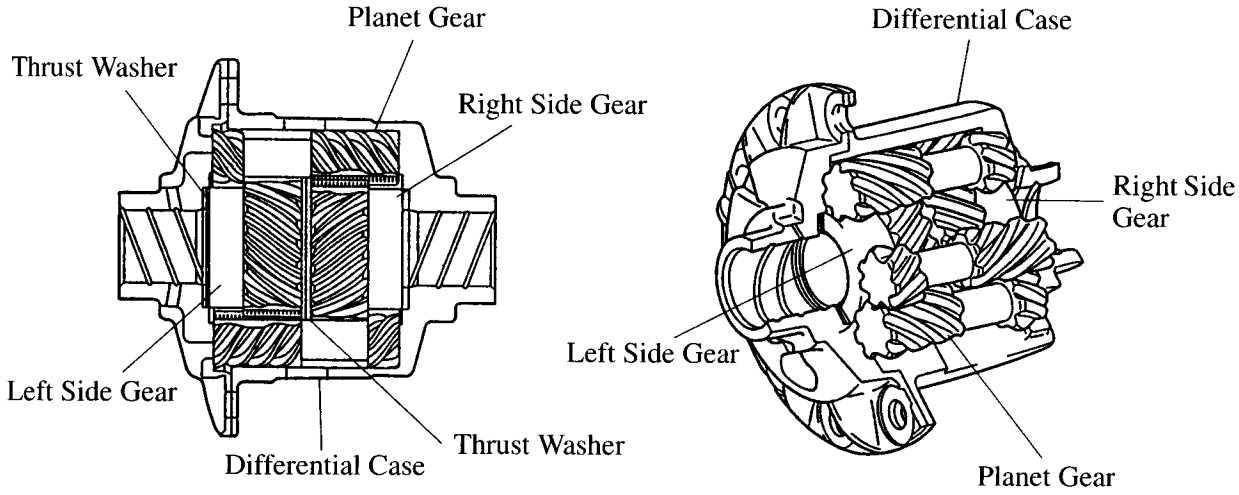
Ordinary differential oil must be used; do not use special LSD oil.

Construction

The helical gear type torque–sensing LSD consists of a differential case, 9 planet gears, 2 side gears and 4 thrust washers.

Planet gears mesh with one another as a pair, and each gear of the pair meshes with the side gear on its right or left side.

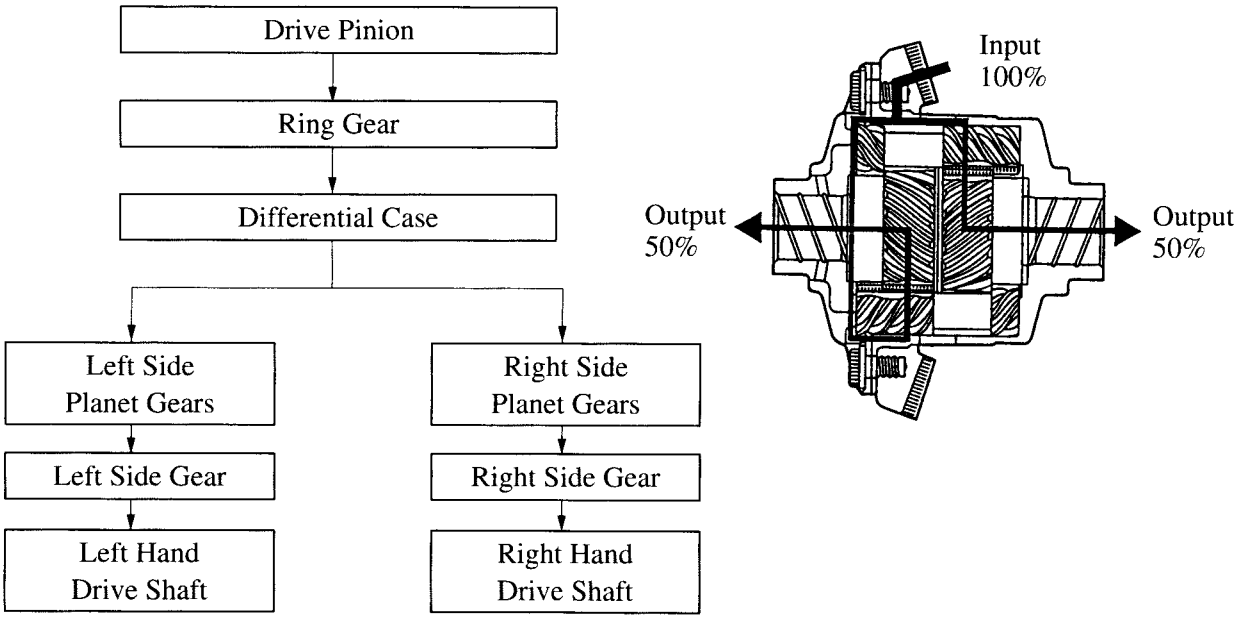
The planet gears are supported by the hole that is provided in the differential case. They are constructed so that they revolve while rotating over the side gear.



Operation

1) Straight–Ahead Operation

Since side gears (left and right) and planet gears are rotating together with the differential case as a unit when the vehicle is running straight–forward, the driving force is transmitted from the ring gear to the differential case, planet gears and side gears.

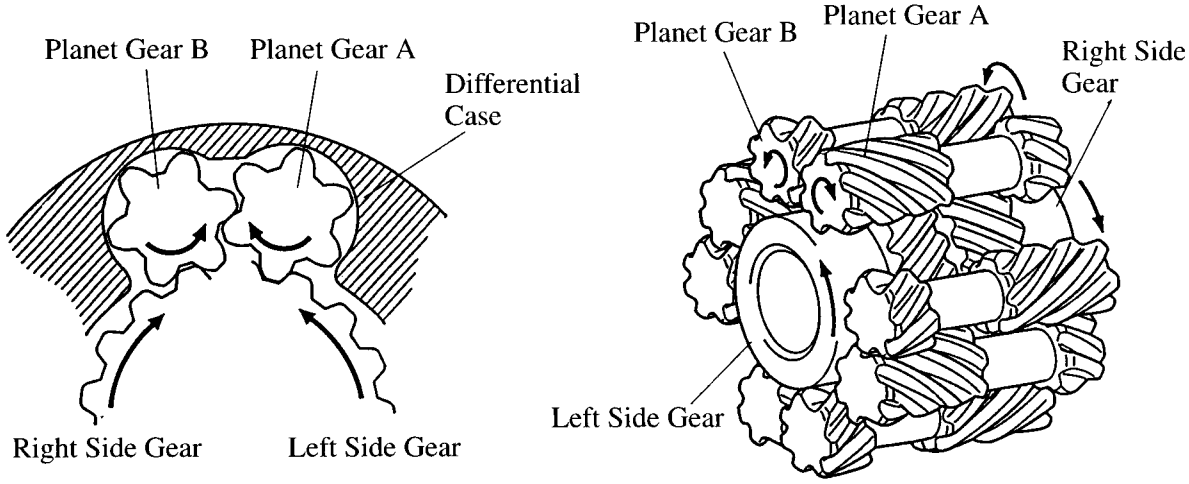


2) Cornering

Supposing that the differential case is not moving, rotating the left side gear counterclockwise, causes planet gear A (which meshes with the left side gear) to rotate clockwise.

Furthermore, planet gear B, which is paired with planet gear A, rotates counterclockwise, causing the right side gear (which meshes with planet gear B) to rotate clockwise.

Therefore the left and right side gears rotate in the opposite direction each other, thus accomplishing a motion differential.

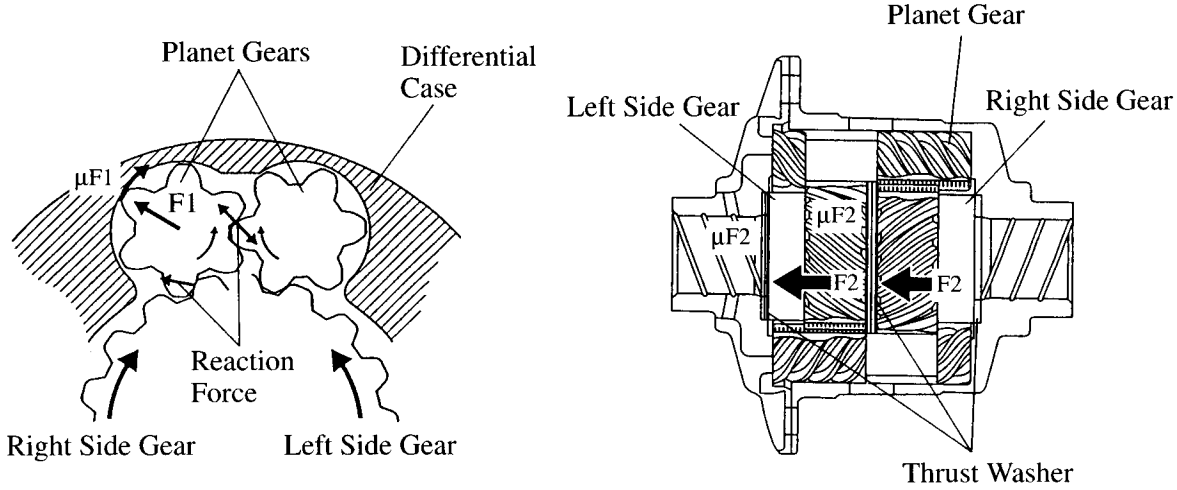


3) Limited Slip Differential Operation

Limited slip is accomplished primarily b the friction that is generated between the planet gear's tooth tips and the differential case's inner wall, and the friction that is generated between the side gear end face and the thrust washer.

The principle of limited slip enables the resultant reaction force F1 (which is created by the meshing reaction of the planet gear and the side gear and the meshing reaction of the planet gears themselves) to push the planet gear in the direction of the differential case in proportion to the input torque.

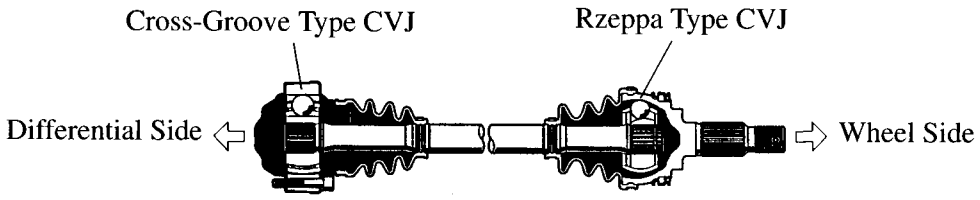
Due to the reaction force F1, the friction force u F2 (which is generated between the side gear end face and the thrust washer) applies a force to cancel out the rotational difference between the side gears themselves as well as between the side gear and the differential case.



DRIVE SHAFT

The drive shaft outboard joint of the 2JZ–GE engine model has been changed from the cross–groove type CJV (Constant–Velocity Joint) to the Rzeppa type CVJ.

As in the ’96 model, the 2JZ–GTE engine model uses the drive shaft consisting of cross–groove type CVJs for both the inboard and outboard joints.



2JZ-GE Engine Model

BRAKES

1. General

The size of the master cylinder for the 2JZ–GTE engine model has been increased to realize excellent brake feeling.

The ABS actuator has been changed from the conventional three–position solenoid valves to a combination of compact two–position solenoid valves, thus achieving a compact and lightweight configuration.

3–channel type ABS with 4–speed sensor is used on the 2JZ–GE engine model.

4–channel type ABS with 4–speed sensors and linear type deceleration sensor is used on the 2JZ–GTE engine model.

Specifications◀

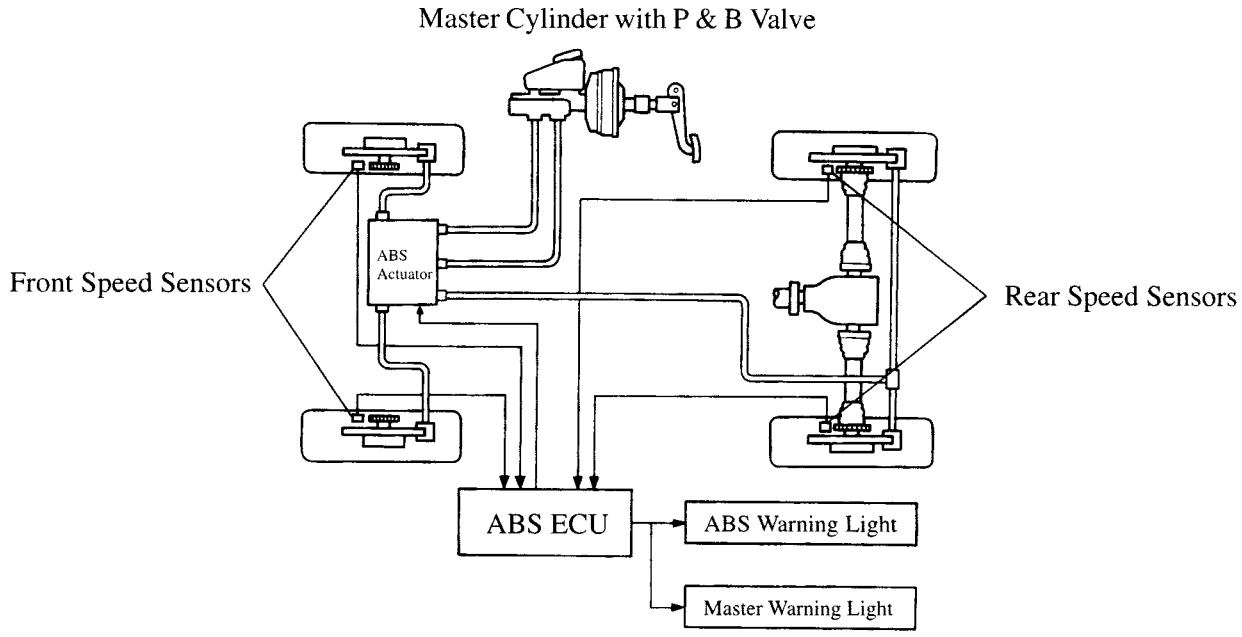
Model		’97 Model		’96 Model	
Engine Type		2JZ–GE	2JZ–GTE	2JZ–GE	2JZ–GTE
Item					
Master Cylinder	Type	Tandem	←	←	←
	Dia. mm (in.)	25.4 (1.00)	26.9 (1.06)	25.4 (1.00)	←
ABS Type		3 Channel Type ABS with 4–Speed Sensors	4 Channel Type ABS with 4–Speed Sensors and Linear Type Deceleration Sensor	4–Channel Type ABS with 4–Speed Sensor and Lateral Acceleration Sensors	←
ABS Type Actuator		6 Two Position Solenoid Valves	8 Two Position Solenoid Valves	4 Three Position Solenoid Valves	←

2. ABS

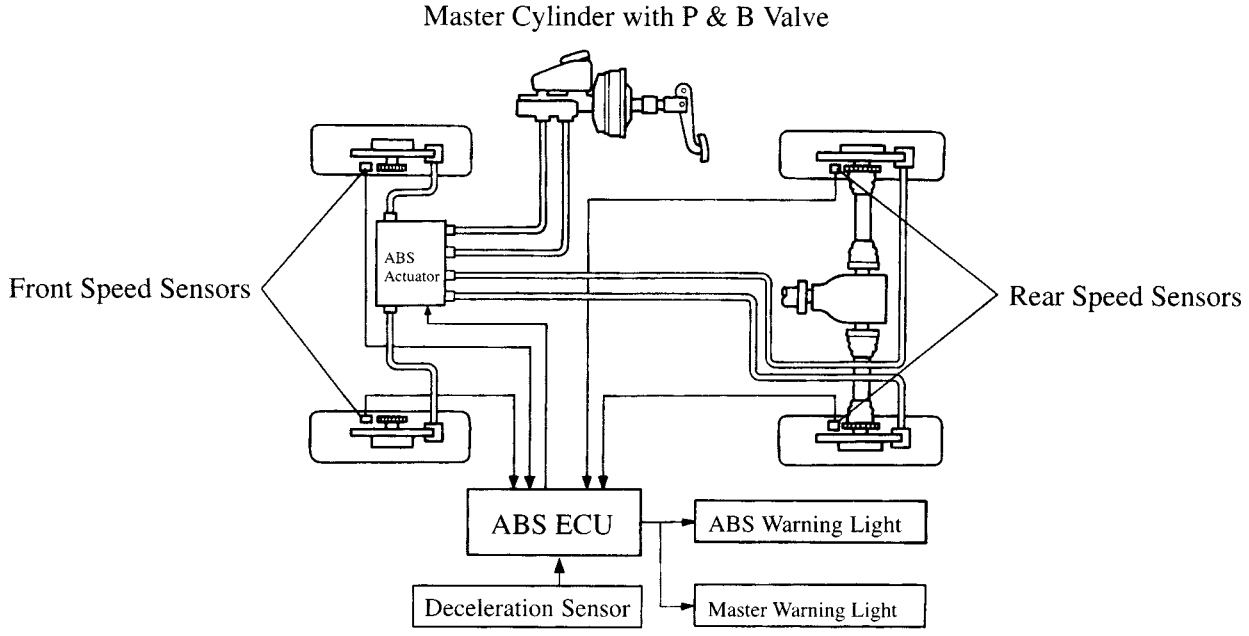
General

The ABS (Anti–Lock Brake System) is designed to control the brake fluid pressure of the brake wheel cylinder to help prevent wheel lock–up in instances of panic braking, and thus maintaining vehicle directional stability and control.

System Diagram

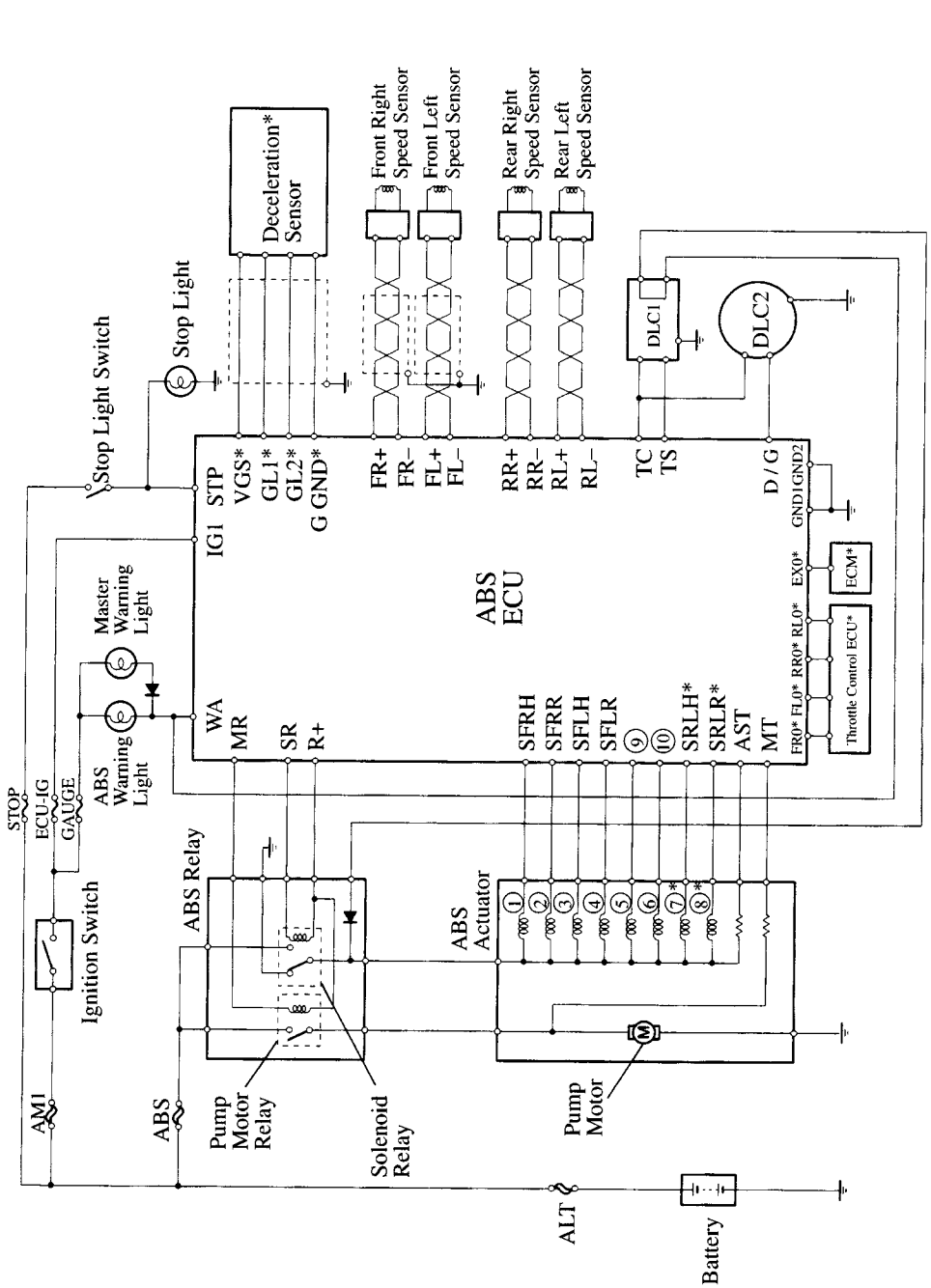


2JZ-GE Engine Model



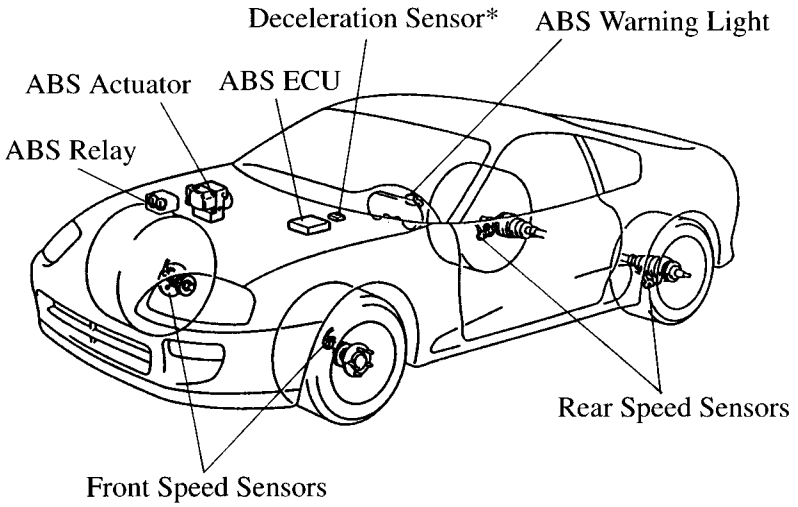
2JZ-GTE Engine Model

Wiring Diagram



① Front Right Pressure Holding Valve
② Front Right Pressure Reduction Valve
③ Front Left Pressure Holding Valve
④ Front Left Pressure Reduction Valve
⑤ 2JZ-GE : Rear Pressure Holding Valve
2JZ-GTE : Rear Right Pressure Holding Valve
⑥ 2JZ-GE : Rear Pressure Reduction Valve
2JZ-GTE : Rear Right Pressure Reduction Valve
⑦ Rear Left Pressure Holding Valve
⑧ Rear Left Pressure Reduction Valve
⑨ 2JZ-GE : SRH, 2JZ-GTE: SRRH
⑩ 2JZ-GE : SRR, 2JZ-GTE: SRRR
*: Only 2JZ-GTE Engine Model

Layout of Components



*: Only 2JZ-GTE Engine Model

Construction and Operation

1) Deceleration Sensor

The 2JZ–GTE engine model uses a linear type deceleration sensor to detect the deceleration rate in the vehicle's longitudinal direction and the acceleration rate in the vehicle's lateral direction.

Accordingly, the ABS in able to determine the vehicle's cornering condition and various road surface conditions to achieve a finely cornering control.

The basic construction and operation are the same as those of the '97 RAV4 4WD 2–door model. For details, see '96 RAV4 New Car Features (Pub. No. NCF124U), page 70.

2) ABS Actuator

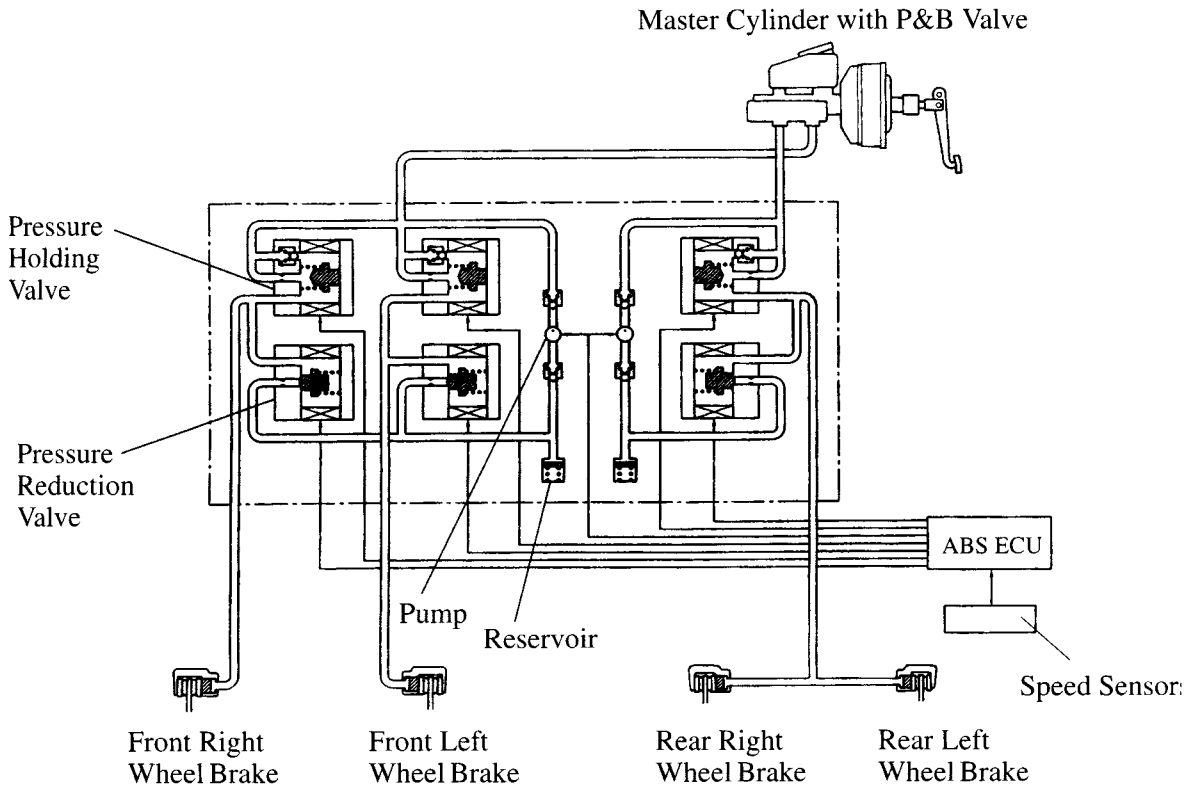
a. General

The ABS actuator consists of 6 or 8 two–position solenoid valves, 2 pumps, 2 reservoirs and a motor. The table below compares the actuator against that of the '96 model.

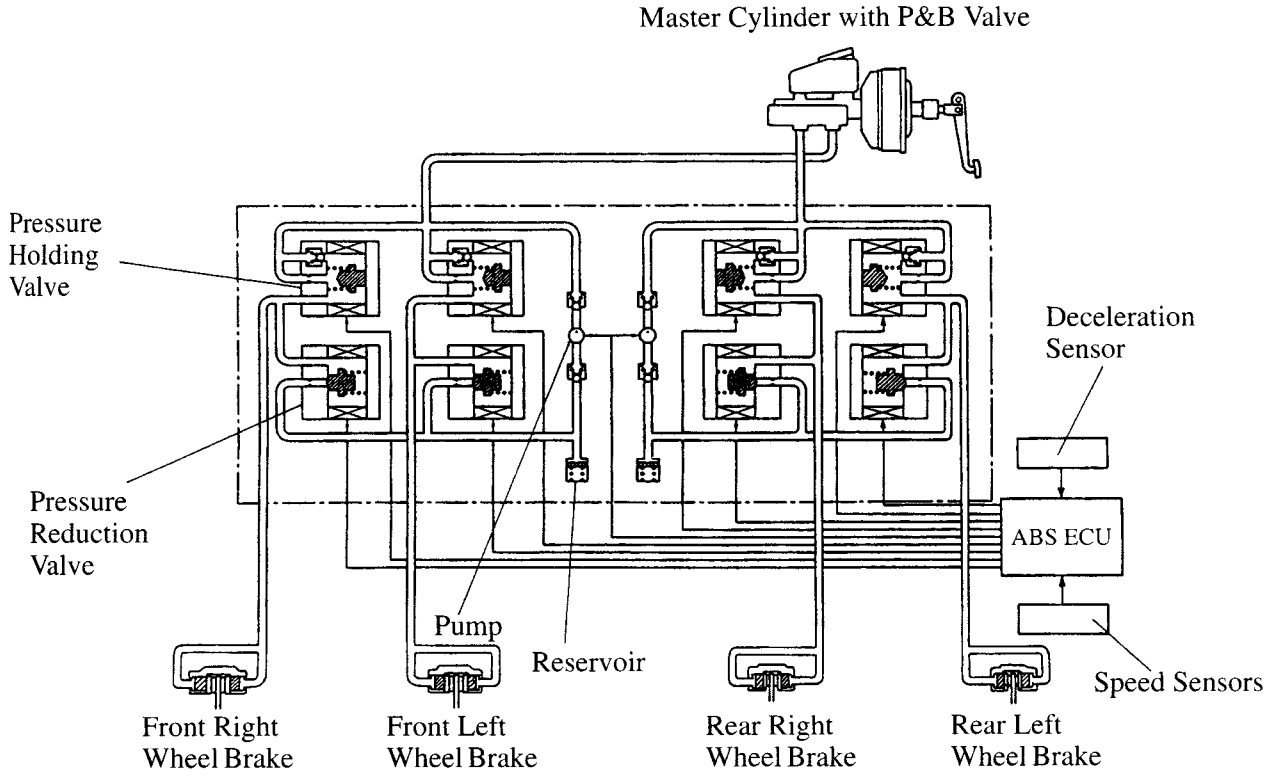
Comparison of ABS Actuators◀

Model	'97 Model		'96 Model
Engine Type	2JZ–GE	2JZ–GTE	2JZ–GE, 2JZ–GTE
Actuator Type	2–Position	2–Position	3–Position
Component	Solenoid Valves	Solenoid Valves	Solenoid Valves
Control Unit	6 Two–Position Solenoid Valves (3 pressure holding valves and 3 pressure reduction valves)	8 Two–Position Solenoid Valves (4 pressure holding valves and 4 pressure reduction valves)	4 Three–Position Solenoid Valves

b. Hydraulic Circuit



2JZ-GE Engine Model



2JZ-GTE Engine Model

c. Operation

The hydraulic system of the ABS has 3 or 4 circuits. Although the hydraulic circuit described below has 1 circuit, it is applicable to other circuits as well.

i) During Normal Braking (ABS not Activated)

During normal braking, the ABS is not activated and the ECU dose not send control signal.

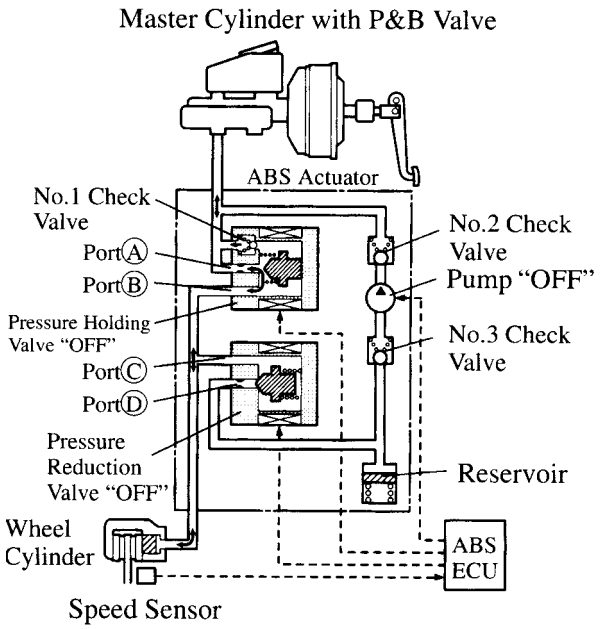
When the brake pedal is depressed, the fluid passes from port **A** to port **B**, and then flows to the brake wheel cylinder.

When the brake pedal is released, brake fluid returns from the brake wheel cylinder to the master cylinder through port **B** to port **A** and No. 1 Check Valve.

Condition of Actuator◀

Part Name	Signal from ABS ECU	Operation	
Pressure Holding Valve	OFF	Port A	Open
Pressure Reduction Valve	OFF	Port B	Closed
Pump Motor	OFF	Rotating	

Hydraulic Circuit◀



ii) During Emergency Braking (ABS Activated)

Pressure Reduction Mode

When the wheel about to lock , the control signal from the ECU causes port **A** to close and port **D** to open, thus engaging the pressure reduction mode.

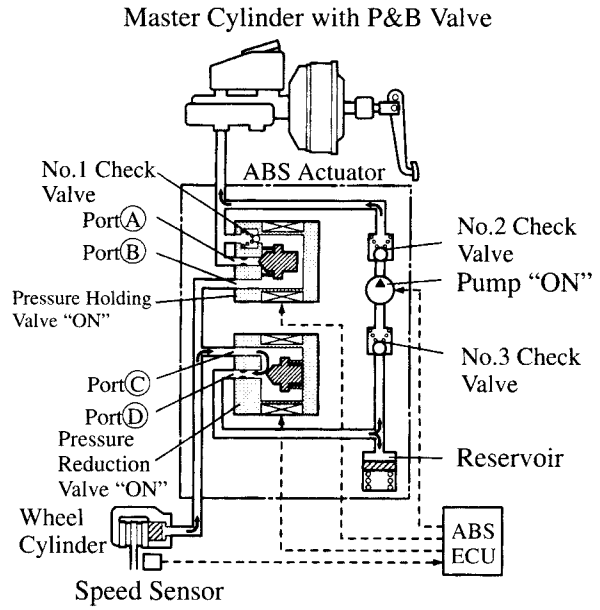
At this time the brake fluid flows from the wheel cylinder, through ports **C** and **D**, to the reservoir reducing the wheel pressure.

At the same time the brake fluid is pumped and returned to the master cylinder.

Condition of Actuator◀

Part Name	Signal from ABS ECU	Operation	
Pressure Holding Valve	ON	Port A	Closed
Pressure Reduction Valve	ON	Port D	Open
Pump Motor	ON	Rotating	

Hydraulic Circuit◀



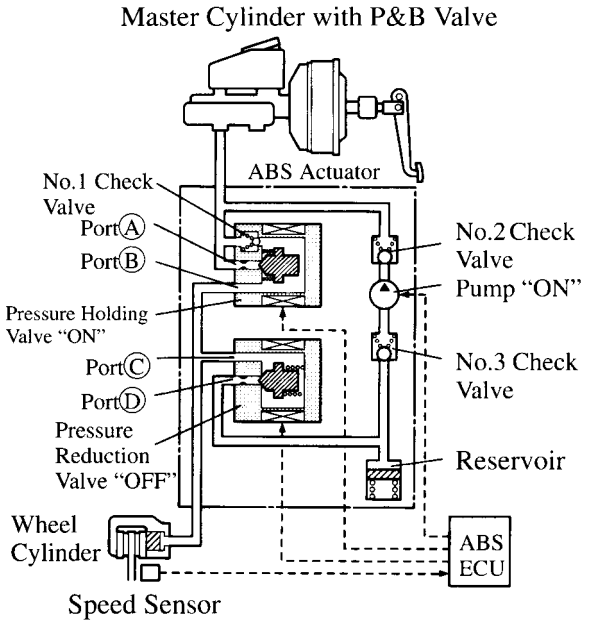
Pressure Holding Mode

After the fluid pressure in the wheel cylinder is reduced or increased to the required pressure, a control signal from the ECU causes ports **A** and **D** to close. As a result, the system engages in the pressure holding mode to maintain the fluid pressure in the wheel cylinder.

Condition of Actuator◀

Part Name	Signal from ABS ECU	Operation	
Pressure Holding Valve	ON	Port A	Closed
Pressure Reduction Valve	OFF	Port D	Closed
Pump Motor	ON	Rotating	

Hydraulic Circuit◀



Pressure Increase Mode

When the fluid pressure in the wheel needs to be increased in order to apply more braking force, a control signal from the ECU causes port **A** to open, port **D** to close, thus engaging the increase mode.

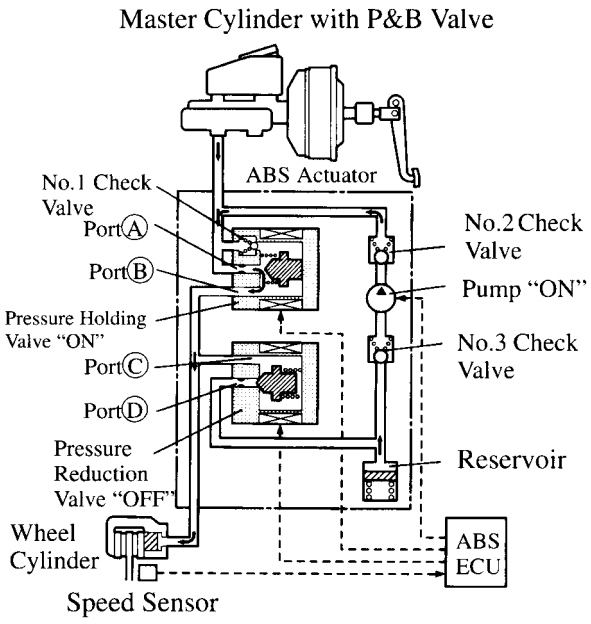
Accordingly, the circuit will be in the same state as in normal braking, in which the brake fluid is sent from the master cylinder to the wheel cylinder to increase the fluid pressure in the wheel cylinder.

The fluid pressure increase rate is controlled by repetition of the pressure increase and pressure holding mode.

Condition of Actuator◀

Part Name	Signal from ABS ECU	Operation	
Pressure Holding Valve	OFF	Port A	Open
Pressure Reduction Valve	OFF	Port D	Closed
Pump Motor	ON	Rotating	

Hydraulic Circuit◀



3) ABS ECU

a. Wheel Speed Control

The ECU constantly receives signals form the 4–speed sensors and a deceleration sensor (2JZ–GTE engine model), and estimates the speed and deceleration rate of the vehicle by calculating the speed and deceleration rate of each wheel.

b. Initial Check

An initial check is carried out every time once after the engine has started and the initial vehicle speed exceeds 6 km/h (4 mph).

c. Self–Diagnosis

If the ABS ECU detects a malfunction in the ABS, the ABS warning light and a master warning lights in the combination meter will light up and alert the driver that a malfunction has occurred. The ECU will also store the codes of the malfunctions.

SUSPENSION

1. General

The shock absorber of the 2JZ–GTE engine model with manual transmission has been changed from the mono–tube, gas–filled shock absorber to the twin–tube, gas–filled shock absorber, which is the same type that is used on the 2JZ–GE engine model.

The same rubber–integrated ball bushing that is used on the 2JZ–GTE engine model is used for the upper arm bushing of the rear suspension of the 2JZ–GE engine model.

The brace rod of the rear subframe has been relocated to realize excellent riding comfort, in addition, this provides excellent stability, an controllability.

FOREWORD

To assist you in your service activities, this manual explains the main characteristics of the 1997 model year vehicles, in particular providing a technical explanation of the construction and operation of new mechanisms and new technology used.

This manual consists of the following sections.

1. ~ 11. Each Model —Changed features for each model are explained.

12. Appendix —Major technical specifications of the vehicle.

CAUTION, NOTICE, *REFERENCE* and **NOTE** are used the following ways:

CAUTION	A potentially hazardous situation which could result in injury to people may occur if instructions on what to do or not do are ignored.
NOTICE	Damage to the vehicle or components may occur if instructions on what to do or not do are ignored.
REFERENCE	Explains the theory behind mechanisms and techniques.
NOTE	Notes or comments not included under the above 3 titles.

For the new features of the Camry, refer to the following New Car Features.

Manual Name	Pub. No.	Date of issue
◀1997 Camry New Car Features	NCF134U	July, 1997

All information contained herein is the most up–to–date at the time of publication. We reserve the right to make changes without prior notice.

TOYOTA MOTOR CORPORATION

MODEL CODE

JZA80 L – A J M V F A

① ② ③ ④ ⑤ ⑥ ⑦ ⑧

①	**BASIC MODEL CODE**
	JZA80 : With 2JZ–GE Engine or 2JZ–GTE Engine

②	**STEERING WHEEL POSITION**
	L : Left–Hand Drive

③	**MODEL NAME**
	A : Supra

④	**BODY TYPE**
	L : Liftback
	J : Liftback with Sport Roof

⑤	**GEARSHIFT TYPE**
	F : 6–Speed Manual, Floor
	M : 5–Speed Manual, Floor
	P : 4–Speed Automatic, Floor

⑥	**GRADE**
	V : —

⑦	**ENGINE SPECIFICATION**
	F : SFI and DOHC
	Z : SFI and DOHC with Turbocharger

⑧	**DESTINATION**
	A : U.S.A..
	K : Canada

MODEL LINE–UP

TRANSAXLE				5–Speed Manual	6–Speed Manual	4–Speed Automatic	
DESTI–NATION	ROOF	GRADE	ENGINE	W58	V160	A340E	A340E*
U.S.A..	Standard	—	2JZ–GE	JZA80L–ALMVFA		JZA80L–ALPVFA	
	Sport			JZA80L–AJMVFA		JZA80L–AJPVFA	
	Standard		2JZ–GTE		JZA80L–ALFVZA		JZA80L–ALPVZA
	Sport				JZA80L–AJFVZA		JZA80L–AJPVZA
Canada	Sport	—	2JZ–GTE		JZA80L–AJFVZK		JZA80L–AJPVZK

* : Electronically Controlled Transmission with and intelligent sporty control

:New :Discontinued

NEW FEATURES

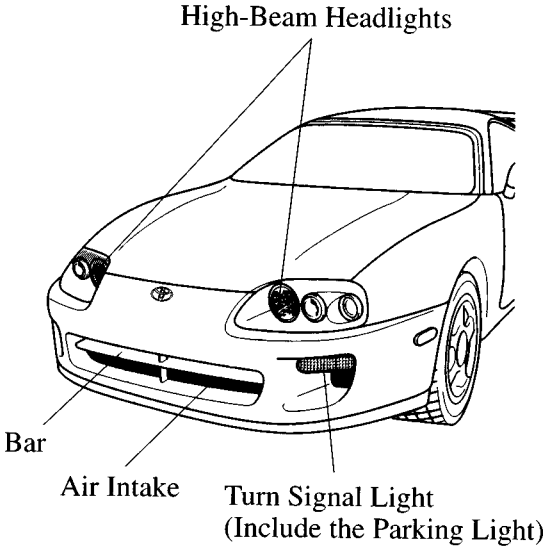
◀ EXTERIOR DESIGN

1. Headlights, Turn Signal Light and Front Bumper

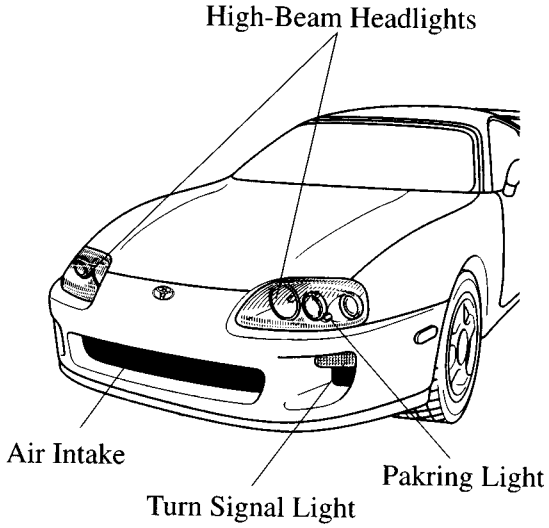
Multi–reflector type headlights, which contain a multiple paraboloid reflector, have been adopted for the high–beam headlights. Accordingly, the lens cut in headlights has been significantly decreased to improve the appearance.

The shape of the turn signal light lenses has been matched to the curvature of the bumper in order to make them appear integrated with the bumper. In addition, clear lenses are used, and the parking lights gave been changed from those enclosed in the headlights to those enclosed in the turn signal lights.

A bar has been added to the air intake opening in the center of the front bumper.



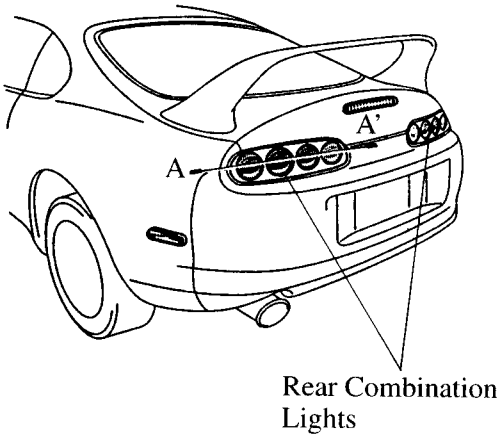
'97 Model



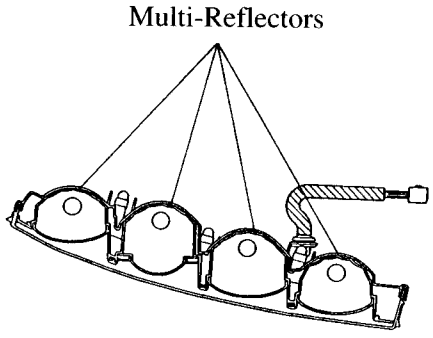
'96 Model

2. Rear Combination Light

The lens cut of the rear combination lights has been changed from the vertical cut to the lateral cut. In addition, the rear combination lights have adopted multi–reflectors. As a result of these changes a light design has been achieved to give a sensor for translucency and depth.



'97 Model



A – A' Cross Section

SUPRA

SUPRA

OUTLINE NEW FEATURES

The Supra, which represents Toyota's advanced automotive technology, has earned a reputation as a truly luxurious sports car. The following changes have been made for the 1997 model year.

1. Model Line–Up

The JZA80L–ALPVZA model has been discontinued.

The JZA80L–ALFVZA and JZA80L–AJFVZA models have been added.

2. Exterior Design

The multi–reflector type headlights are adopted.

The design of the turn signal light, front bumper and rear combination light has been changed.

3. Interior Equipment

The front seats have been changed from the separate–headrest type seats of the '96 model to the integrated headrest type seats without changing their basic design.

4. 2JZ–GTE Engine

An aluminum radiator core is adopted for weight reduction.

5. Differential

A differential gear ratio has been changed on he 2JZ–GE engine model.

A helical gear type torque–sensing LSD is available as an option on the 2JZ–GE engine model and 2JZ–GTE engine with automatic transmission model.

6. Drive Shaft

An outboard joint of drive shaft has been changed from cross–groove type CVJ (Constant–Velocity Joint) to Rzeppa type CVJ on the 2JZ–GE engine model.

7. Brakes

A master cylinder diameter has been changed on the 2JZ–GTE engine model.

An ABS has been changed to the 2–position solenoid valve type actuator.

8. Suspension

Various areas of the suspension system have been revised to realize excellent riding comfort, in addition, this provides excellent stability, and controllability.

9. Body

Reinforcements and gussets have been newly added to the bottom of the front and center pillars.

An energy absorbing pads are provided at the door trim.

Sound absorbing material is newly provided in the front pillar and in the quarter to reduce road noise.

The material of sound absorbing material used in the trim and garnish has been changed.

10. Light

An illuminated entry system has been discontinued.

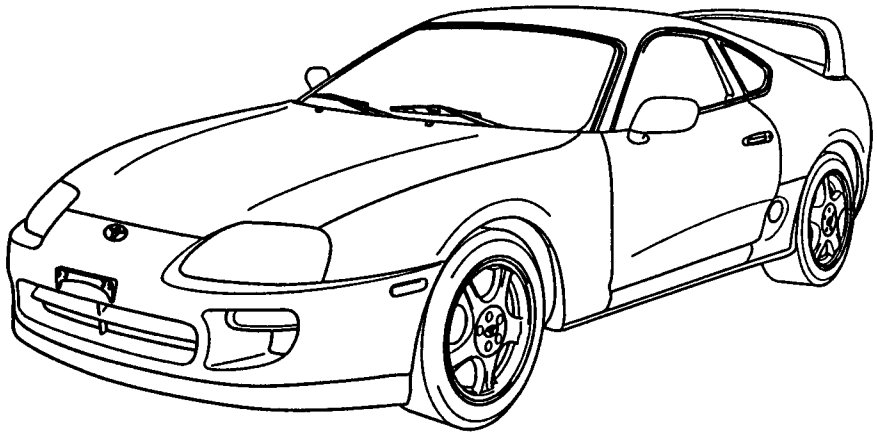
11. SRS Airbag

As in the ’95 Avalon, a 1–sensor type airbag system has been adopted.

12. Cruise Control System

As in the ’97 Tercel/Paseo, a new motor type actuator has been adopted.

The control method for the manual and auto cancel functions have been changed.



SUPRA

Item			Area	U.S.A..			
Body Type				2–Door Liftback (Standard Roof)		2–Door Liftback (Sport Roof)	
Vehicle Grade				—			
Model Code				JZA80L–ALMVFA	JZA80L–ALPVFA	JZA80L–AJMVFA	JZA80L–AJPVFA
Major Dimensions & Vehicle Weights	Overall	Length	mm (in.)	4515 (177.8)	←	←	←
		Width	mm (in.)	1810 (71.3)	←	←	←
		Height*	mm (in.)	1275 (50.2)	←	←	←
	Wheel Base		mm (in.)	2550 (100.4)	←	←	←
	Tread	Front	mm (in.)	1520 (59.8)	←	←	←
		Rear	mm (in.)	1525 (60.0)	←	←	←
	Effective Head Room	Front	mm (in.)	953.2 (37.5)	←	946.8 (37.3)	←
		Rear	mm (in.)	834.5 (32.9)	←	←	←
	Effective Leg Room	Front	mm (in.)	1117.0 (44.0)	←	←	←
		Rear	mm (in.)	605.1 (23.8)	←	←	←
	Shoulder Room	Front	mm (in.)	1376.3 (54.2)	←	←	←
		Rear	mm (in.)	1113.2 (43.8)	←	←	←
	Overhang	Front	mm (in.)	950 (37.4)	←	←	←
		Rear	mm (in.)	1015 (40.0)	←	←	←
	Min. Running Ground Clearance		mm (in.)	120 (4.7)	←	←	←
	Angle of Approach		degrees	13	←	←	←
	Angle of Departure		degrees	17	←	←	←
	Curb Weight	Front	kg (lb)	762 (1680)	778 (1715)	773 (1705)	789 (1740)
		Rear	kg (lb)	694 (1530)	703 (1550)	710 (1565)	719 (1585)
		Total	kg (lb)	1456 (3210)	1481 (3265)	1483 (3270)	1508 (3325)
	Gross Vehicle Weight	Front	kg (lb)	937 (2065)	←	←	←
		Rear	kg (lb)	1002 (2210)	←	←	←
		Total	kg (lb)	1939 (4275)	←	←	←
	Fuel Tank Capacity		l (U.S. gal., Imp. gal.)	70 (18.5, 15.4)	←	←	←
	Luggage Compartment Capacity		m^3 (cu. ft.)	—	—	—	—
Performance	Max. Speed		km/h (mph)	240 (150)	←	←	←
	Max. Cruising Speed		km/h (mph)	193 (120)	←	←	←
	Acceleration	0 to 100 km/h	sec.	6.8	7.4	6.8	7.4
		0 to 400 m	sec.	15.2	15.7	15.2	15.7
	Max. Permissible Speed	1st Gear	km/h (mph)	54 (34)	61 (38)	54 (34)	61 (38)
		2nd Gear	km/h (mph)	94 (58)	112 (70)	94 (58)	112 (70)
		3rd Gear	km/h (mph)	139 (86)	—	139 (86)	—
		4the Gear	km/h (mph)	—	—	—	—
	Turning Diameter (Outside Front)	Wall to Wall	m (ft.)	11.5 (38)	←	←	←
		Curb to Curb	m (ft.)	10.9 (36)	←	←	←
Engine	Engine Type			2JZ–GE	←	←	←
	Valve Mechanism			24–Valve, DOHC	←	←	←
	Bore x Stroke		mm (in.)	86.0 x 86.0 (3.39 x 3.39)	←	←	←
	Displacement		cm^3 (cu. in..)	2997 (182.9)	←	←	←
	Compression Ratio			10.0 : 1	←	←	←
	Carburetor Type			SFI	←	←	←
	Research Octane No.		RON	96	←	←	←
	Max. Output (SAE–NET)		kW/rpm (HP @ rpm)	164/5800 (220 @ 5800)	←	←	←
	Max. Torque (SAE–NET)		N·m/rpm (lb–ft @ rpm)	285/4800 (210 @ 4800)	←	←	←
Engine Electrical	Battery Capacity (20HR)		Voltage & Amp. hr.	12–52	←	←	←
	Generator Output		Watts	1080	←	←	←
	Starter Output		kW	1.4	←	←	←
Chassis	Clutch Type			Dry, Single Plate	—	Dry, Single Plate	—
	Transmission Type			W58	A340E	W58	A340E
	Transmission Gear Ratio	In First		3.285	2.804	3.285	2.804
		In Second		1.894	1.531	1.894	1.531
		In Third		1.275	1.000	1.275	1.000
		In Fourth		1.000	0.705	1.000	0.705
		In Fifth		0.783	—	0.783	—
		In Sixth		—	—	—	—
		In Reverse		3.768	2.393	3.768	2.393
	Differential Gear Ratio			4.083	←	←	←
	Differential Gear Size		mm (in.)	205 (8.07)	←	←	←
	Brake Type	Front		Ventilated Disc	←	←	←
		Rear		Ventilated Disc	←	←	←
	Parking Brake Type			Dual–Servo	←	←	←
	Brake Booster Type and Style		in.	Tandem 8" + 9"	←	←	←
	Proportioning Valve Type			P & B Valve	←	←	←
	Suspension Type	Front		Double Wishbone	←	←	←
		Rear		Double Wishbone	←	←	←
	Stabilizer Bar	Front		STD	←	←	←
		Rear		STD	←	←	←
	Steering Gear Type			Rack & Pinion	←	←	←
	Steering Gear Ratio (Overall)			17.5 : 1	←	←	←
	Power Steering Type			Integral Type	←	←	←

* : Unladen Vehicle, *1 : Electrically Controlled Transmission with an intelligent sporty control

U.S.A..			Canada	
2–Door Liftback (Standard Roof)	2–Door Liftback (Sport Roof)			
	—			
JZA80L–ALFVZA	JZA80L–AJFVZA	JZA80L–AJPVZA	JZA80L–AJFVZK	JZA80L–AJPVZK
←	←	←	←	←
←	←	←	←	←
←	←	←	←	←
←	←	←	←	←
←	←	←	←	←
←	←	←	←	←
953.2 (37.5)	946.8 (37.3)	←	←	←
←	←	←	←	←
←	←	←	←	←
←	←	←	←	←
←	←	←	←	←
←	←	←	←	←
←	←	←	←	←
←	←	←	←	←
←	←	←	←	←
←	←	←	←	←
←	←	←	←	←
855 (1885)	866 (1910)	871 (1920)	866 (1910)	871 (1920)
708 (1560)	723 (1595)	←	←	←
1563 (3445)	1589 (3505)	1594 (3515)	1589 (3505)	1594 (3515)
←	←	←	←	←
←	←	←	←	←
←	←	←	←	←
←	←	←	←	←
—	—	—	—	—
250 (155)	←	←	←	←
200 (125)	←	←	←	←
5.1	5.1	5.8	5.1	5.8
13.5	13.5	14.1	13.5	14.1
60 (37)	←	66 (41)	60 (37)	66 (41)
97 (60)	←	121 (75)	97 (60)	121 (75)
136 (85)	←	—	136 (85)	—
175 (109)	←	—	175 (109)	—
←	←	←	←	←
←	←	←	←	←
2JZ–GTE	←	←	←	←
←	←	←	←	←
←	←	←	←	←
←	←	←	←	←
8.5 : 1	←	←	←	←
←	←	←	←	←
←	←	←	←	←
239/5600 (320 @ 5600)	←	←	←	←
427/4000 (315 @ 4000)	←	←	←	←
←	←	←	←	←
←	←	1200	1080	1200
←	←	←	←	←
Dry, Single Plate	←	—	Dry, Single Plate	—
V160	←	A340E*[1]	V160	A340E*[1]
3.827	←	2.804	3.827	2.804
2.360	←	1.531	2.360	1.531
1.685	←	1.000	1.685	1.000
1.312	←	0.705	1.312	0.705
1.000	←	—	1.000	—
0.793	←	—	0.793	—
3.280	←	2.393	3.280	2.393
3.133	←	3.769	3.133	3.769
222 (8.74)	←	205 (8.07)	222 (8.74)	205 (8.74)
←	←	←	←	←
←	←	←	←	←
←	←	←	←	←
←	←	←	←	←
←	←	←	←	←
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←	←	←	←	←